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CEMETERY
M.C.R.R.
HOSPITAL (L.M.M.M.)
MACKEYS I.
COW I.
WESTBROOK
WOODFORDS CORNER
BACK COVE
HALF WAY ROCK
PLEASANT COVE
DIAMOND COVE
CROW I.
LONG I.
DIAMOND I.
POMFREYS ROCK
OBSERVATORY
HUSSEYS SOUND
PUMPKIN KNOB
EASTERN WHF
PORTLAND
HOG I.
FORT
LIGHT
BREAKWATER
HARBOR
OAK CANAL
REFORM SCHOOL
FORT PREBLE
HOUSE I.
PEAKS I.
FORT
TO PROUTS NECK
BANGS I.
WHITE HEAD
PLAN OF
PORTLAND
AND
VICINITY.
CAPE ELIZABETH
S.T.M. R.R.
LIGHT HOUSE
CAPE COTTAGE
RAM I.

## DISTANCES TO PLEASURE RESORTS.

| | | |
|---|---|---|
| To Diamond Cove, | 5 | miles. |
| " Pleasant Cove, | 5 | " |
| " Indian Cove, | 5 | " |
| " Peak's Island, Westerly landing, | 3½ | " |
| " Peak's Island, Southerly landing, | 4 | " |
| " Peak's Island, Trefethen's landing, | 4½ | " |
| " Bangs' Island landing, | 4 | " |
| " White Head, | 4½ | " |
| " Fort Preble, | 1½ | " |
| " Cape Cottage, | 3 | " |
| " Portland Light, | 3½ | " |
| " Ocean House, | 8 | " |
| " Cape Light, | 9 | " |
| " Atlantic House, Prout's Neck, | 10 | " |
| " Libby's, Prout's Neck, | 11 | " |
| " Evergreen Cemetery, | 2½ | " |
| " Mount Calvary Cemetery, | 2 | " |
| " Forest City Cemetery, | 1½ | " |
| " Marine Hospital, | 2 | " |
| " Reform School, | 2½ | " |

## Distances to Stations between Portland & Boston:

PORTLAND, SACO, & PORTSMOUTH R. R.

| | |
|---|---|
| Cape Elizabeth | 2 |
| Scarborough | 6 |
| West Scarborough | 9 |
| Saco | 13 |
| Biddeford | 15 |
| Kennebunkport | 19 |
| Kennebunk | 23 |
| Wells | 28 |
| North Berwick | 34 |
| South Berwick | 38 |
| Elliot | 45 |
| Kittery | 50 |
| Portsmouth | 52 |

EASTERN RAILROAD.

| | |
|---|---|
| Amesbury | 66 |
| Newburyport | 72 |
| Beverly | 90 |
| Salem | 92 |
| Lynn | 97 |
| Chelsea | 104 |
| Boston | 108 |

BOSTON & MAINE RAILROAD.

| | |
|---|---|
| Great Falls | 40 |
| Dover | 42 |
| Newmarket | 55 |
| Exeter | 62 |
| Haverhill | 79 |
| South Lawrence | 86 |
| Andover | 89 |
| Reading | 102 |
| Boston | 112 |

## Between Portland and Montreal:

GRAND TRUNK RAILWAY.

| | |
|---|---|
| Falmouth | 5 |
| Cumberland | 9 |
| Yarmouth | 11 |
| North Yarmouth | 15 |
| Pownal | 18 |
| New Gloucester | 22 |
| Danville Junction | 28 |
| Mechanic Falls | 37 |
| Oxford | 41 |
| South Paris | 48 |
| Bethel | 70 |
| Gorham | 91 |
| Island Pond | 149 |
| Boundary Line | 166 |
| Sherbrooke | 196 |
| Richmond | 220 |
| St. Hyacinthe | 262 |
| Montreal | 292 |

## Between Portland and Bangor:

KENNEBEC & PORTLAND RAILROAD.

| | |
|---|---|
| Westbrook | 2 |
| Falmouth | 6 |
| Cumberland | 9 |
| Yarmouth | 13 |
| Freeport | 19 |
| Brunswick | 27 |
| Bath | 36 |
| Topsham | 28 |
| Bowdoinham | 34 |
| Richmond | 42 |
| Dresden | 45 |
| Gardiner | 53 |
| Hallowell | 58 |
| Augusta | 60 |

SOMERSET & KENNEBEC RAILROAD.

| | |
|---|---|
| Waterville | 78 |
| Kendall's Mills | 81 |
| Skowhegan | 97 |

ANDROSCOGGIN & KENNEBEC R. R.

| | |
|---|---|
| Danville Junction | 28 |
| Lewiston | 34 |
| Winthrop | 54 |
| Readfield | 60 |
| West Waterville | 76 |
| Waterville | 83 |

ANDROSCOGGIN RAILROAD.

| | |
|---|---|
| Livermore Falls | 66 |
| Farmington | 82 |

PENOBSCOT & KENNEBEC RAILROAD.

| | |
|---|---|
| Kendall's Mills | 86 |
| Pittsfield | 104 |
| Newport | 111 |
| Bangor | 138 |

YORK & CUMBERLAND RAILROAD.

| | |
|---|---|
| Woodford's Corner | 1 |
| Morrill's Corner | 2 |
| Saccarappa | 7 |
| Gorham | 10 |
| Buxton Center | 15 |
| Saco River | 18 |

# GUIDE BOOK

FOR

# Portland and Vicinity,

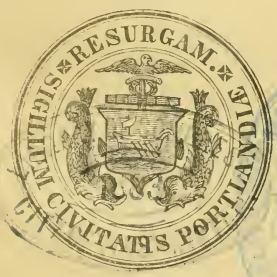
TO WHICH IS APPENDED A

## SUMMARY HISTORY OF PORTLAND,

BY

HON. WM. WILLIS,

WITH MAPS AND SIXTEEN ILLUSTRATIONS




PORTLAND:
PUBLISHED BY B. THURSTON AND J. F. RICHARDSON,
AT THE COMMERCIAL NEWS ROOM, 79 MIDDLE ST.
1839.

Entered according to Act of Congress, in the year of our Lord 1859,

By B. Thurston and J. F. Richardson,

In the Clerk's Office of the District Court for the District of Maine.

B. Thurston, Printer. J. F. Richardson, Engraver.

F29
P9 S.B




# GUIDE.

That Portland is destined to figure as a large city cannot be doubted by those who consider its geographical position, relative to the vast productive regions of Canada and the West, and its facilities of water communication. Its growth has been gradual, but as substantial as gradual. Even during the commercial disasters, which have so shaken the whole business world within the two or three years past, it has materially advanced in business and permanent population.

## POPULATION.

The number of inhabitants in the city at present is about 30,000. In 1854, as appears by the census then taken, the population was 25,418. In 1850, it was 20,815; in 1840, 15,218.

## LOCATION.

Portland is situated on a peninsula which juts into Casco Bay, the harbor being on the south-easterly side, and an inlet known by the name of "Back Cove," on

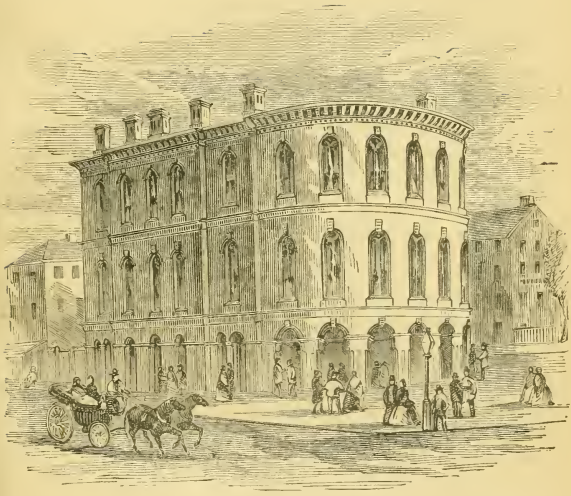
the north-westerly side. This peninsula is about three miles from north-east to south-west, and of an average breadth of about three-quarters of a mile. Its narrowest breadth is about midway of its length, being scarcely half a mile.

Its latitude, observation taken from the New Custom House, is 43 deg., 39 min., 27 sec.; longitude from Greenwich, (England,) 70 deg., 15 min., 40.4 sec.; longitude in time, 4 hours, 41 min., 2.7 sec.

The land rises from the center of the city into a prominence at either extremity, that at the north-east being called Munjoy's Hill, and that at the opposite extreme, Bramhall's Hill. The highest point, above the mean level of the sea, is on Bramhall's Hill, 175.5 feet; the highest on Munjoy, 161 feet. The lowest point on the summit of the ridge between the two hills is on Congress street, at the head of Hampshire street, 57 feet. Congress street runs the entire length of the peninsula, and the ground slopes gradually to the water on either hand, affording every facility for drainage that could be wished—and in part from this cause Portland is one of the healthiest cities in the world!

## LOCAL SCENERY.

The English traveler, Latrobe, in his published work, "The Rambler in North America," says, "Imagine our surprise and delight when * * * we found in the unsung and neglected Portland, scenery that for beauty, variety and extent, far exceeded any views of the class in the States." Perhaps this encomium is



CUSTOM HOUSE.

not undeserved ; but the writer was somewhat in error, in speaking of our local scenery as "unsung and neglected," for it has frequently received the warm praises of writers and tourists.

The city itself, rising roof above roof, interspersed with its steeples, towers, cupolas, and forest trees, as seen on entering the harbor by the ship channel, presents an imposing and beautiful appearance, suggestive of a place of thrice its actual extent. From several points in Cape Elizabeth and from the Westbrook side of Back Cove, also, it shows to fine effect.

> "She looks a Sea Cybele, fresh from the ocean,
> Rising with her tiara of proud towers
> At airy distance, with majestic motion,
> A ruler of the waters and their powers!"

But it is for its surrounding scenery that Portland is quite as much famed.

### THE PROMENADES.

At each extremity of the city is a promenade, one hundred and fifty feet in width, and lined with young and thrifty shade trees. These promenades are graded into three sections, two for walking and one for riding ; and the succession of views developed in passing along them is almost unrivaled. From that at the west end following around the brow of Bramhall's Hill, at an average elevation of nearly 175 feet above the mean level of the sea, the eye takes in beautiful combinations of water, farm, forest, village and mountain scenery, which may be beheld to best advantage when the tide is full, especially if this be towards sunset.

From the eastern promenade, which sweeps around Munjoy, the views are quite as attractive, comprising the far-reaching waters of Casco Bay, with its emerald islands; the ocean and rocky shores of the Cape on one side, and the trending headlands of Falmouth and Cumberland on the other.

From North street, likewise, when the tide is in, the views are surpassingly beautiful—and should not, by any means, be suffered to escape the notice of strangers. But we reserve a more detailed description of these, to an account of them as seen from the tall red tower on Munjoy's Hill, called

THE OBSERVATORY.

From the look-out here, at an elevation of about 225 feet above tide-water, the eye may wander till wearied over prospects that none can look upon without admiration—sweeping the horizon on every side.

North-easterly, lengthen the waters of Casco Bay, winding around scores of emerald green islands, many of which are still clad with primeval forests, and remain as wild, luxuriant, and solitary as of old, when

> "Only the Indian's birch canoe
> Along the far blue waters flew,"

while others show the neat cottages and green clearings of the fishermen, and perchance the staunch little craft in which he braves the dangers of the ocean during all weathers, lying in some secluded cove near by.

An easterly view takes in the fortifications erecting on Diamond Island ledge, the lower harbor, the breakwater, forts Preble and Scammel, (which com-



OBSERVATORY.

mand the ship channel), the four light-houses, and the diversified scenery of Cape Elizabeth, with a broad sweep of the ocean,—which has no break in that direction, for thousands of miles,—whose restless billows may be always seen breaking in foam along the sunken reefs, or bounding, snow-like, from the iron ramparts of the Cape.

South-westerly, the eye surveys the inner harbor and shipping, the roofs, spires, cupolas, and green shade trees of the city proper, the plains of Scarborough, a portion of the pretty village of Stroudwater and its shining inlet, the noble buildings of the State Reform School lifting their turrets against the sky like some castellated relic of the feudal ages—"Deering's Bridge" and its white tide mills, and its grove of noble oaks beyond,—and far away the spires and dwelling-houses of Gorham; with the mountains in Baldwin and Hiram still more distant, and following the horizon thence, a little to the south may be seen Mt. Agamenticus in "Old York," blue and lone, a well-known landmark for vessels bound toward the coast.

The north-westerly view includes the waters of Back Cove, with Tukey's bridge; the fine old woods, grassy lawns, and neat residences of some of the retired citizens of Portland on the farther side of the Cove, the railroad and Back Cove bridges, the new Marine Hospital at Martin's Point, the picturesque shores of Falmouth and Cumberland, with "Fore Side Village," and a vast extent of hills, forests, and waters, terminated by the cloud-like summits of the White Mountains, eighty miles distant by an air line.

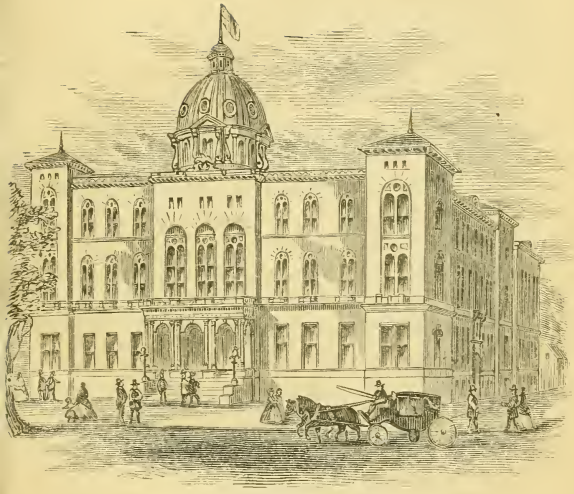
The detour thus takes in scenery of every variety; and if the spectator should wish to extend his vision, and redeem prospects and objects from the gauzy vail of the remote atmosphere, he has the facility for so doing in an excellent telescope which is hung in the glass dome of the building.

### FOREST CITY.

Popular names expressive of some characteristic of the places which they designate obtain in this country as well as in some parts of Europe—and Portland bears the *soubriquet* placed at the head of this paragraph, on account of the noble shade trees that line her principal streets. They number more than three thousand, principally elms and maples; and from some points, in summer, they almost hide the dwelling-houses from view.

### PUBLIC BUILDINGS.

The principal public buildings are the old Custom House, corner of Fore and Willow streets; the new U. S. Government building, comprising rooms for the Custom House, the Post Office, and U. S. courts, corner of Exchange and Middle streets,—this is of granite, of elegant proportions and symmetry, and in an imposing situation; the new City Government buildings, head of Exchange street, containing accommodations for the state courts, the registry of deeds, the various branches of the city government, &c. The front is of Nova Scotia freestone, from the Albert quarry, of a greenish drab color, resting on a rustic base of the same material, the whole to be covered



CITY GOVERNMENT BUILDING.

with a dome—its cost will not fall short of $200,000 ; the new "Natural History" building, Congress, near head of Chestnut street; the City Hall, junction of Federal and Congress streets; the Mechanics' Hall, corner of Congress and Casco streets; and the new Jail, on Anderson street. But the city is famed less for its public buildings than for its

PRIVATE RESIDENCES.

Of these, the stranger will notice the mansion of J. B. Brown, Esq., on the western promenade, that of T. C. Hersey, Esq., on Danforth street, that of R. S. Morse, Esq., corner of Park and Danforth streets, that of Hon. John M. Wood, on Middle, head of Silver street; and many others of almost equal dimensions and architectural pretension, on State, Danforth, High, Spring, Park, Gray, West Congress, and other streets.

HOTELS.

Owing to the destruction of several large hotels by fire, within a few years past, the city is not so well provided in this particular as the business of the city and the traveling public sometimes require. The "United States," junction of Congress and Federal streets; the "Elm," corner of Federal and Temple streets; the "American," on Fore, between Exchange and Lime streets; the 'Commercial," corner of Fore and Willow streets; and the "Central," on Lime street, are among the most important. Two new hotels are partly finished, one of which, built of marble, and one of the largest buildings in the State, is

*Woods*, fronting on Middle, and occupying the square between Silver and Willow streets,—and the Preble mansion, corner of Congress and Preble streets, which is remodeling and enlarging, to be used as a hotel.

SCHOOLS AND CHURCHES.—For particulars in reference to these, see page 71.

SCIENTIFIC INSTITUTIONS, &c.

A "SOCIETY OF NATURAL HISTORY" has been in existence here for some seventeen years. It had founded a museum, comprising collections in almost all departments of Natural History, at cost of much labor and money, which was destroyed by fire in January, 1853. Not daunted, the society at once went to work again; and have succeeded in getting together quite a handsome cabinet, embracing collections of birds, reptiles, shells, minerals, fossils, &c., which are deposited in fire proof rooms in the Merchants' Bank Building, Exchange street, and are occasionally open to the public, free of charge.

The society have a new building of large proportions and handsome finish, nearly completed, on Congress, near head of Temple street, and ere long bid fair to be one of the most prominent institutions of this character in the Union.

The PORTLAND ATHENEUM, incorporated in 1826, has for its object the supply of its share holders with reading matter, and has a library of over 10 000 volumes, over Canal banking rooms, Middle street.



NATURAL HISTORY SOCIETY BUILDING.



MECHANICS' HALL.

THE YOUNG MEN'S MERCANTILE LIBRARY ASSOCIATION furnishes popular lectures in winter, and has a library of considerable extent, which is rapidly increasing. Rooms, 106 1-2 Middle street.

THE MECHANIC ASSOCIATION seeks to improve in the mechanical arts, and for this object holds occasional

The cultivation of the literary taste of its members is sought in the establishment of a library, which is rapidly augmenting. Regular meetings 1st Thursday of every month. In 1858, they erected a large and beautiful building for their accommodation. It stands at the corner of Congress and Casco streets, and is one of the finest structures in the city.

THE HAYDN ASSOCIATION attend to the musical wants of the city, of a sacred character, and have successfully brought out the more celebrated oratorios.

YOUNG MEN'S CHRISTIAN ASSOCIATION have rooms at No. 144 Middle street, which are open to the public. They hold a prayer meeting every Wednesday evening, and have a library.

MASONIC INSTITUTIONS.—The branches of this Order, which hold their meetings in the city, meet at Masonic Hall, 56 Middle street, as follows: Ancient Landmark Lodge, 1st Wednesday in each month; Portland Lodge, 2d Wednesday; Atlantic Lodge, 3d Wednesday; Council of Royal and Select Masters, 2d Monday; Mount Vernon R. A. Chapter, 3d Monday; Portland Encampment, 4th Monday; Grand Lodge, 1st Tuesday in May; Grand Chapter, 1st Wednesday in May; Grand Encampment and Grand Council at the annual

Convocation in May; Dunlap Sov. Chapter of Rose Croix de H. meeting quarterly on 1st Monday of March, June, September, and December.

Odd Fellowship.—There are three Lodges and two Encampments of Odd Fellows, viz: Machigonne Encampment, No. 1, and Eastern Star Encampment, No. 2; Maine Lodge, No. 1, meets at Odd Fellows' hall, 288 Congress street, every Monday evening; Ancient Brothers' Lodge, No. 4, meets Wednesday, and Ligonia Lodge, No. 5, every Saturday evening, at 88 Exchange street.

Sons of Temperance.—Portland Division, No. 95, meets Friday evening, at 89 Federal street; Forest City, No. 3, Wednesday evening, at Odd Fellows' hall, Congress street; Eastern Star, No. 17, Wednesday evening, at Carleton's hall, Munjoy hill.

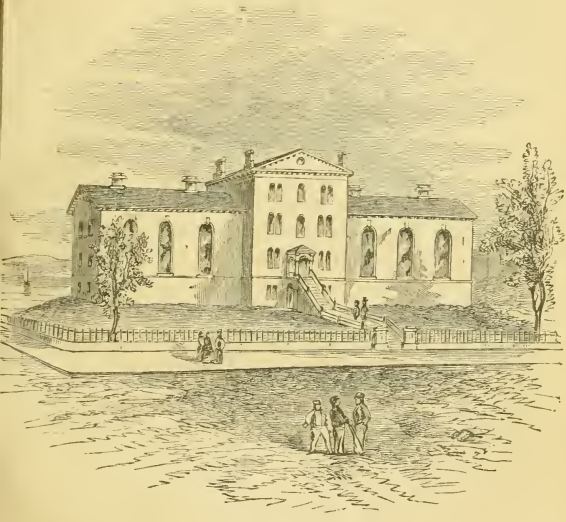
Good Templars.— Arcana Lodge, No. 1, meets Thursday evening, at Odd Fellows' hall.

The Washington Total Abstinence Society.—Organized May 14, 1841—the pledge-book of which numbers four thousand names! It holds its meetings regularly every Sunday evening, at the old City Hall.

Commercial News Rooms, 79 Middle street (to which strangers are admitted free) are supplied with the principal newspapers of the various sections of the Union, Canada, and New Brunswick, and a few English publications.

## PLEASURE RESORTS.

The facilities for boat sailing, the delightful drives in almost every direction from the city, and the "water-



ing places" in the vicinity, attract numerous visitors in the summer.

Casco Bay, an arm of which makes the harbor of Portland, is unrivaled for romantic beauties. Its surface is broken up by more than three hundred islands, scattered irregularly so as to present to the tourist who may be drifting over its summer wave, an ever-varying series of enchanting views. Now his boat glides along under some rocky shore, so near that he may seize the down-stooping forest branches, and swing himself, if so inclined, on the jutting points; anon some tranquil inlet opens, revealing the fisherman's cottage, with its garden patch, and its sheltering wood in the rear, and his trimly painted skiff courtesying to the waves in some protecting nook near by. Again the scene assumes more wild and primitive aspects—craggy ledges grown gray in opposing gale and billow, bold promontories surmounted by trees of gigantic proportions, above which, high in the blue heaven, perchance sails the bald eagle; long reaches of glimmering sand beach, upon which the weary waves, from all the way across the broad Atlantic perhaps, pitch forward as if glad to find a resting place.

Then there are forest embowered coves and grassy openings, that have known no changes, save such as Nature has wrought for ages, inviting him to their cool retreats. In short, the adventurer may thus sail on for days, amidst ever-varying but always interesting scenes.

If he wishes to fish, let him round to in any of the passage where the water is of sufficient depth, and

throw over his lines, and he may soon have on board a mess of noble haddock—and then, if he be so minded, he can steer for some one of these beautiful coves, and any boat skipper of Portland can make him a chowder, such as the sage of Marshfield delighted in. Or if he prefer a fish fry, let him run in near the shore, at any point where it is bold and rocky, and a half hour will suffice to procure a mess of *cunners* (sea perch) by many considered as good pan fish as are taken out of the water.

Diamond Island, formerly called *Hog* Island, (a contraction of *Quohaga*, the aboriginal name of the locality) has several coves, such as has been alluded to, the most noted of which is that whence the island derives its name,

Diamond Cove, five miles from the city. The shores of this beautiful inlet are bold and rocky, and rise on either hand, to the height of thirty or forty feet, crowned with immense beeches, maples, oaks and pines, some of which throw their branches far over the water, affording shelter alike from the sun and sudden shower. It is further secluded from the ocean by a gem of an islet seaward, whose slopes are covered with a thrifty growth of silver firs and other evergreens—and

"The forests far extending round
Ne'er to the spoiler's axe resound,
Nor is man's toil or traces there,
But resteth all as lone and fair,
The sunny slopes, the rocks and trees,
As desert isles in Indian seas,
That sometimes rise upon the view
Of some far wandered, wind-bound crew,
Sleeping alone midst ocean's blue."



DIAMOND COVE.

Pleasant Cove is another delightful resort at Diamond Island, with a fine sand beach, precipitous rocks on either hand, crowned with trees, and a semi-circle of velvet green-sward, over-arched by the long armed beeches and maples—distant from the city five miles.

Indian Cove, at the northerly extremity of Diamond island, and five miles from the city, has a fine steep beach; and the ridge which forms its westerly side is over-shadowed by a clump of thrifty oaks, under which one can look out on every hand, upon prospects whose diversity and beauty can but charm the eye.

A pleasant day in summer will usually see gay parties of ladies and gentlemen scattered around the shores of these coves, some engaged in cooking the savory chowder, some wandering among the trees, some dancing on the green-sward, some fishing for cunners—thus enlivening the aspect of the frowning rocks and the shadowy aisles of the wood.

Peak's Island, four miles distant, is much resorted to in summer by pic-nic parties from the city and surrounding regions, as well as by strangers from abroad, especially Canadians—who go there to enjoy its exhilarating sea airs, and to avail themselves of its superior facilities for salt water bathing. There are several very comfortable boarding houses here, the principal of which are the "Peak's Island House," the "Summer Retreat," the "Casco House," on the southerly part of the island, and the "Montreal House." Fine views of the city, the ocean, the ship channel, the forts; and the watering places, light houses, and residences along the shores of Cape Elizabeth may be enjoyed here.

Two steamers, the "Casco" and "Gipsey," make several trips to this Island, daily. See page 78 for particulars as to time &c.

BANGS' ISLAND, four miles distant, is also a place of frequent resort in summer. It is the outmost island of the southerly group, and the unobstructed waves from the broad ocean sweep its wild and ragged shores.

WHITE HEAD, at the northern extremity of this island, is a castellated bluff of perpendicular rock, at least one hundred and fifty feet high, against the base of which the restless sea thunders continually; and the views from its summit, of the wide ocean, the rock bound, breaker-beaten shores, forest-clad ridges, and green openings of Peak's and Long island, of the city, and the Cape, are hardly inferior in extent or attractiveness to those from the observatory.

The steamers touch at this island, when passengers to the number of half a dozen may request.

Persons fond of yacht sailing, can always hire neat and trim craft at the city, kept specially for the purpose; but those who are not accustomed to manage sail boats, should obtain the services of experienced hands, which they can readily do for a trifling sum.

CAPE ELIZABETH, on the south-easterly side of Portland harbor, and stretching away oceanward some three leagues, possesses a diversity of scenery, and many objects of attraction to the tourist. Its bold cliffs, wild and ragged, and in many places shattered by the onslaughts of tempests, or upheaved by the levers

of the winter frosts, are incessantly lashed by breakers. The watering places on the Cape are worthy of all celebrity, and have become fashionable resorts.

Cape Cottage is the nearest to the city, being only three miles distant. It is a large and commodious structure, built of stone, in the Gothic style of architecture. It would be difficult to imagine anything more picturesque than its location. In front, outposts of the grassy knolls and hollows which surround the house, is an array of ragged cliffs and sunken ledges, about which the breakers are forever toiling; and beyond is the ocean, stretching without a break to the horizon. On the left is the main entrance to Portland harbor, and every vessel of magnitude which enters or leaves the port passes in full sight. In the distance are the outer islands of Casco bay.

A drive along the coast five miles further, or a more interior road, direct from the city, will bring the excursionist to

The Ocean House.—This is a large and handsome establishment, situated near the pitch of the Cape, where the benefit of sea air and sea sports may be enjoyed in perfection, while its cupola commands a diversity of interesting prospects, from the ragged reefs, bold headlands, far-reaching sand beaches, and surging waters of the ocean, to the calmer pictures of woodlands and cultivated fields. It is eight miles from the city. The direct road hence to Portland is generally in fine order.

THE TWO LIGHTS, and Fog Bell Tower, at the pitch of the Cape, nine miles from the city, are the center of a romantic locality, often resorted to by pic-nic parties.

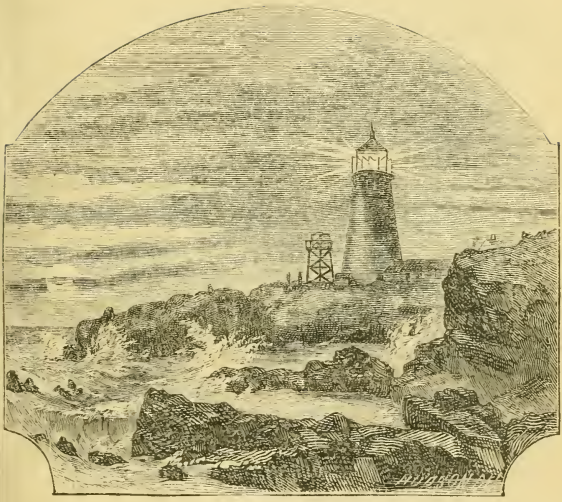
PORTLAND LIGHT, which looks out over the ocean from a tall bluff of the Cape, three and a half miles from the city, affords views quite as varied, vast, and beautiful, as those of the Cape Cottage.

FORT PREBLE, just at the mouth of the harbor, is interesting rather for the neatness with which it is kept, and the fine views commanded from its muniments, rather than from the extent of the fortifications. It may be reached by crossing to the Ferry Village by the steam ferry, and a walk thence of half a mile—or by a pleasant drive of two miles, around by Cape Elizabeth Bridge.

PROUT'S NECK, in Scarborough, a lone promontory, jutting far into the ocean, is much resorted to in summer, from all the region round. At the westerly extremity of the Neck, is situated

THE ATLANTIC HOUSE.—This is a favorite hotel, ten miles from Portland, specially eligible for the enjoyment of sea air and bathing—and as to picturesque attractions, may rank with the Ocean House and Cape Cottage.

There is no hotel on the promontory proper, but the excellent family who own and occupy it provide house room for pic-nic parties, take care of their horses, furnish lines and bait to catch the cunners abounding about the shores, for the fry, which is considered an indispensible feature in the dinners here—and furnish table



PORTLAND LIGHT. 4

ware, and cheerfully do everything in their power to render a visit agreeable. Not unfrequently, as many as eighty or a hundred vehicles, embracing all descriptions in use, may be seen at this place at once; and the cliffs, the fields, and far-sweeping, white sand beaches, scattered over with groups of gay loiterers, present a most enlivening appearance.

Turning from the borders of the ocean, inland, for places and objects worthy the consideration of the stranger,

The Marine Hospital at Martin's Point should not be passed by. It is a large and handsome building, in a retired locality, commanding pleasant views of the sea and country,—just the place where the weary and disabled sailor would choose to rest. It is two miles from the city.

The Reform School, a prominent object across the water from the westerly end of the city, two and a half miles distant, within the limits of the town of Cape Elizabeth, is worthy of a visit. It is a State institution, intended for the reformation of young lads, who render themselves amenable to the criminal laws, and has been productive of much good in its way.

Evergreen Cemetery, the principal burial place of the city, is a secluded and beautiful area of undulating woodland, about fifty-five acres in extent, particularly attractive to those who love the quietude of umbrageous walks, and the gentle admonitions of the grave. There are many fine monuments here, and much attention has been paid to beautifying the grounds. It is

two and a half miles from Portland, near the village of Stevens' Plains, in Westbrook. An omnibus runs several times daily, to and from Portland, and the York & Cumberland, and Kennebec Railroad cars, pass within half a mile of the place. Fare on the omnibus, 12 1-2 cts., on the cars, 10 cts.

The Eastern Cemetery, within the limits of the city, at the corner of Congress and Mountfort streets, is interesting, from being the oldest burial place of Portland. Here lie the remains of Commodore Edward Preble, who commanded the American squadron during the gallant operations which resulted in the reduction of Tripoli in 1804, and whose deeds on other occasions contributed largely in elevating the character of the American Navy.

Here, too, side by side, surmounted by substantial tomb tables, are the remains of Capt. Blythe of the British brig Boxer, and Capt. Burroughs of the American brig Enterprise, who were both killed in the sanguinary engagement which took place between the two vessels, off the harbor, in September, 1813—which resulted in victory to the American.

The Western Cemetery, on Bramhall's hill, has long been used for interment, and is the resting place of many who have occupied prominent positions in the community.

Mount Calvary Cemetery, in Cape Elizabeth, the burial place of the Catholics, was recently consecrated, but it will in time be a very attractive place; and the same might be said of Forest City Cemetery, which was opened by the city in 1859.



PROUT'S NECK. [Page 40.]

## MANUFACTURES AND TRADE.

Portland owes her prosperity to her commercial operations, rather than to her manufacturing interest. There are several kinds of manufactures, however, which are carried on successfully. Of the establishments in this line, the principal are

BROWN'S "SUGAR HOUSE," corner of York and Maple streets, an immense range of buildings, where sugar is made from molasses, at the rate of two hundred and fifty barrels per day. One hundred and fifty hands are employed, and the consumption of molasses exceeds twenty-five thousand hogsheads per annum.

THE PORTLAND COMPANY'S WORKS, foot of Fore street, are occupied for the manufacture of Railroad Locomotives, Railroad Cars, Steam Engines, and other machinery of various descriptions, mostly connected with the requirements of Railroads. The work turned out from this establishment has gone to every part of the country, and bears a high reputation for its strength, durability, and superiority of finish.

THE GAS LIGHT COMPANY has been in operation ten years, and are furnishing to all parts of the city gas lights of a superior quality, at a charge of $3 50 a thousand feet, with a deduction of five per cent. for monthly payments. The streets are brilliantly illuminated by this company, in which the corporation of the city is an owner of one half of the capital stock. The company pays regular semi-annual dividends of four per cent.

Casco Iron Works, at Martin's Point, two miles from the city. The buildings are large and commodious, and furnished with machinery of the most approved plans, for all kinds of heavy, as well as smaller forgings.

Corey's Furniture Manufactory, head quarters, Exchange street. Cabinet furniture, of every description, is here manufactured, from the most elaborate and costly, to the ordinary kinds—and upwards of one hundred hands are constantly employed.

The Portland Kerosene Oil Company, with a capital of $100,000, commenced operations in August, 1859, and manufacture 1500 gallons of oil per day, from the Albert coal, taken from the Albert mines, in New Brunswick. Their works are situated in Cape Elizabeth, near Vaughan's bridge.

City Government.—The city is divided into seven wards, and the municipal government consists of a mayor and one alderman from each ward, constituting the higher branch; and three delegates from each ward, constituting the common council.

The Fire Department has under its control one steam, and nine hand engines for throwing water, with other necessary apparatus, and numbers about four hundred members, the rank and file of which are paid $20 per annum, each. There are 60 reservoirs, and ten wells, belonging to the city, for water, in case of fires. In 1858 the aggregate damage by fire in Portland was only $25,846, of which $16,891 was covered by insurance.



REFORM SCHOOL. [Page 43.]



WHITE HEAD.

THE NEWSPAPERS are the Portland Advertiser, published daily, tri-weekly, and weekly.

The Eastern Argus, daily, tri-weekly, and weekly.

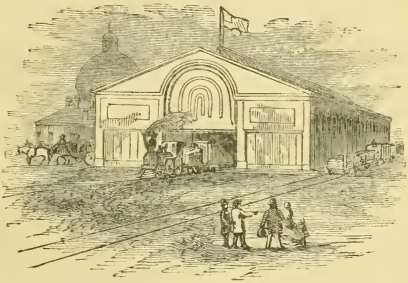
Zion's Advocate, Calvinist Baptist, weekly.

Christian Mirror, Trinitarian Congregational, weekly.

Portland Transcript, literary, weekly.

Maine Temperance Journal, weekly.

Pleasure Boat, miscellaneous, weekly.



GRAND TRUNK RAILWAY STATION, PORTLAND.

The Railroads connected with the city are the GRAND TRUNK RAILWAY, connecting the city with Montreal, and extending to Quebec, 316 miles on the East, and to Port Sarnia, on Lake Huron, on the West, 790 miles, with several important branches. One of the most wonderful features on this road is the Victoria Bridge at Montreal, built of iron, costing seven million dollars.

ANDROSCOGGIN & KENNEBEC RAILROAD, connecting the city with Waterville, 82 miles distant, and

PENOBSCOT & KENNEBEC RAILROAD, connecting the city, via Waterville, with the important city of Bangor, 138 miles distant.

ANDROSCOGGIN RAILROAD, running to Farmington, via Grand Trunk, and Androscoggin & Kennebec, 73 miles.

KENNEBEC & PORTLAND RAILROAD, running to Augusta, the capital of the State, distant 60 miles, with a branch to Bath, 36 miles.

SOMERSET & KENNEBEC RAILROAD, running to Kendall's Mills, via Kennebec & Portland Rail Road, 81 miles distant.

PORTLAND, SACO & PORTSMOUTH RAILROAD, connecting with Portsmouth, the principal sea port of New Hampshire, 51 miles, and via Eastern Railroad with Boston, 105 miles distant.

BOSTON & MAINE RAILROAD, the "upper route" to Boston, length 111 miles.

YORK & CUMBERLAND RAILROAD, extending to Buxton and Saco River, 18 miles.

STEAMBOATS.

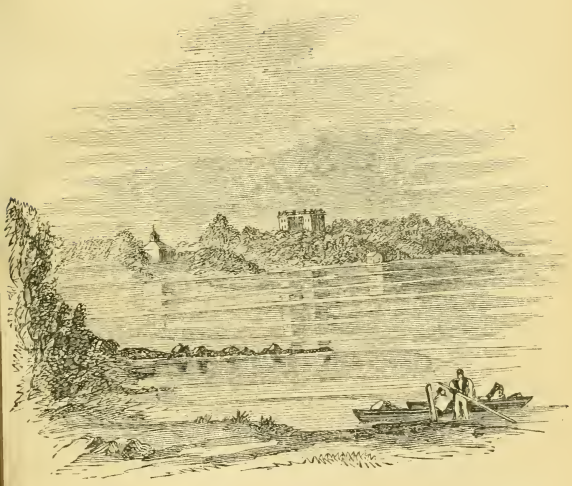
There is a daily line of excellent steamers, running to and from Boston, viz: the Montreal, Lewiston, and Forest City.

A weekly line to New York, at present performed by the Chesapeake.

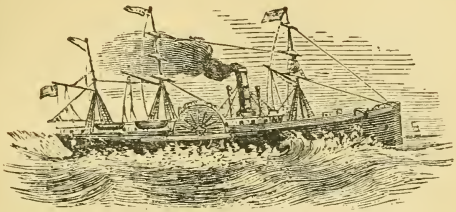
A twice-weekly line to Eastport, Calais, and St. John, in New Brunswick, by steamers Admiral and Eastern City.

A thrice weekly line to Augusta and intermediate towns on the Kennebec, by the steamer T. F. Secor.

A thrice-weekly line to Bangor and several intermediate ports, by the steamer Daniel Webster.



5 MARINE HOSPITAL. [Page 43.]



Ocean Steamers. — The traveling public will find another source of attraction to Portland, inasmuch as it is the winter terminus of a fine line of ocean steamers, known as the Montreal Ocean Steamship Company. Their boats will compare favorably with any on the Atlantic Ocean for speed, safety, and superior accommodations. They are built of iron, with water-tight sectional bulk-heads, with every security against fire, and every convenience for the safety and comfort of passengers. The experience of three winters' running to Portland has proved them to be every way worthy of confidence and support. They run between Portland and Liverpool in the winter commencing in November and terminating in April, sailing every alternate Saturday. They carry the United States as well as the Canadian mails. During the summer months, from May to November, they run between Quebec and Liverpool, leaving Quebec every Saturday morning. To one wishing to make a summer trip to Europe, this line offers peculiar inducements, on account of a large portion of the route being inland navigation, four days of the passage being spent amidst the beautiful scenery of the St. Lawrence and Strait

of Bellisle, reducing the actual sea passage to six days, being the shortest sea route between Europe and North America. This route has another important advantage which should be fully appreciated, which is that they cross a path on the ocean north of that traversed by steamers of every other line, by which the fearful danger of collision with another steamer, or with the large number of sailing vessels, traversing a more southern path on the ocean, is avoided. The average passages of these steamers have been less than either the Cunard or Collins line. Some of their steamers have made the shortest passages ever made between England and America, — the "Hungarian," of this line, in the summer of 1859, having made four successive passages in about thirty-seven days, being an average of nine days and some hours on each passage. It will be seen by their advertisement that passage tickets can be bought in Portland in summer as well as winter, at the moderate price of $85 for first class and $30 for third class, which includes railroad ticket. In winter Portland harbor presents great facilities for a steam packet station: its accessibility by day or night, its broad, open, deep water entrances, and its freedom from obstruction from ice, enabling steamers to come direct from sea to the wharf, passengers having only to step from the steamer to the cars, to go in any direction. The facilities for despatch in discharging a cargo, and the promptness with which goods can be entered and passed at the custom house here, would seem to be a strong inducement for merchants in other cities to import their goods by this line.



RESIDENCE OF J. B. BROWN, Esq. [Page 72.]

# A SUMMARY HISTORY OF PORTLAND.

BY WILLIAM WILLIS.

The settlement of the town was commenced in 1632, by George Cleeves and Richard Tucker, two persons who came from Plymouth, England. They originally took possession of land at the mouth of Spurwink river in Cape Elizabeth, but being driven from this point, by the legal proprietors of the soil, they sought a new home on this neck. They made their location on the bay at the eastern end of the town, below what is now India street, on the south slope of Munjoy's Hill. There Cleeves built the first house that was erected on this territory, near a small brook which flowed from a natural fountain on the hill, and which continues to flow for the uses of the present generation, and to the emolument of the proprietor, who has enclosed the waters in an aqueduct and makes merchandise of them. Cleeves' corn field extended to Clay Cove, and his barn stood in what is now the south-eastern corner of the cemetery. The Indian name of this spot was Machigonne, from *Matche*, bad, *gon*, clay.

Cleeves finding the spot he had selected most eligible and agreeable, returned to England in 1637, and procured for himself and Tucker, from Sir Ferdinando Gorges, the proprietor of that part of Maine which lies between the Kennebec and Piscataqua rivers, and the zealous promoter of

colonization on our coast, a grant of the peninsula and the land north of Back Cove to the Falls of the Presumpscot, and the adjacent islands. He immediately set about improving his large domain. He placed his son-in-law, Michael Mitton, whom he brought over with him in 1637, upon the point of land at the western end of the town, now called Clark's Point, where the gas works stand. Tucker took the intermediate portion of the Neck; and they parcelled out the territory, and that north-west of Back Cove, to settlers who sought the place. Mitton also received a lease for sixty years of Peak's, then called Pond Island, which lies near the mouth of the harbor, and a portion of which is now held by the Bracketts, who are his descendants.

The settlement continued to be called the Neck, and Casco Neck, until its incorporation as Portland in 1786. In 1658, Massachusetts, claiming the territory and jurisdiction of this portion of Gorges' grant, by a forced construction of their charter, compelled the inhabitants, all unwillingly, to submit to her government, and then gave the name of Falmouth to the large tract of land lying between Spurwink River and Casco Bay, extending back to the line of Windham, and bounded by Scarborough, Gorham, Windham, and Cumberland, embracing an area of about 40,000 acres, and including the present towns of Portland, Cape Elizabeth, Westbrook, and Falmouth. The different localities retained for many years, and even to the present time, many of them, their ancient designations, such as Purpoodue and Spurwink in Cape Elizabeth; Stroudwater, Saccarappa, and Capisic in Westbrook; Casco, Old Casco, Back Cove, and the Neck; which were rendered convenient by the large space occupied by the original town.

Settlers of a most respectable character soon flocked into the town, attracted by the advantages offered for fishing, lumber, and trade. The Bracketts, Thomas and Anthony, came early from Greenland, N. H., and married the daughters of Michael Mitton, Anne and Mary, by whom they had

large families and inherited extensive estates, embracing the Deering farm at Back Cove, and a large tract at the upper end of the Neck. George Munjoy, from Boston, an educated man, who married the daughter of Deacon John Phillips, a wealthy merchant of Boston, also came as early as 1659, and with his father-in-law purchased of Cleeves the hill which now wears his name in perpetual remembrance. Thaddeus Clark, from Ireland, married Elizabeth, another daughter of Mitton, and grand-daughter of Cleeves, and established himself on the point which has ever since borne his name, whose eldest daughter married Capt. Edward Tyng, a name distinguished in the annals of Massachusetts. George Burroughs, the minister, a graduate of Harvard College in the class of 1670, came to preach to the people and had a liberal endowment of land. At Cape Elizabeth, and Back Cove, there were other settlers in this early day, of equal respectability, Jordans, Phippens, Whites, Andrews, Skillings, &c., whose annals fall into another department of description. The settlement was flourishing and happy, and contained with its surroundings over forty families, five of whom were upon the Neck; when suddenly the dark cloud of Indian war over-shadowed them, and in August, 1676, all the settlements in the town were ravaged, and the inhabitants who had not previously sought refuge in more secure places, were killed or carried into captivity, and the place was entirely destroyed. Among the killed were Thomas Brackett, his brother-in-law, Nath'l Mitton, John Munjoy, and Isaac Wakely; Anthony Brackett and his family, and the family of his brother Thomas, were taken captives.

The town remained desolate until the conclusion of peace in 1678, when the inhabitants began to return and build up the waste places. In that year, George Bramhall of Portsmouth purchased the farm at the western end of the town, including the hill which retains his name, and established at its foot a large tannery. The original deed of this tract to Hope Allen from Cleeves, written on parchment and dated

1660, is in the hands of the writer of this article. Anthony Brackett, who occupied the Deering farm, returned in 1679. Thaddeus Clark and the Munjoy family also returned. Mrs. Munjoy, whose husband died in 1680, married the same year, Capt. Robert Lawrence. These entered into possession of their respective estates. Capt. Tyng and Sylvanus Davis also came, and the Rev. Mr. Burroughs, for whom a meeting-house was erected on the point now occupied by the Portland Company's works. A fine accession was made to the town in 1687 by the arrival of Dr. Pierre Baudouin, a Huguenot physician from Rochelle, with his son-in-law Stephen Boutineau, and their friends Philip Barger and Philip LeBretton. These respectable persons made purchases and erected houses near the foot of Park Street on the bank of the river; the other settlers, except the Bramhalls, Clark, and the Bracketts, settled near the foot of India Street, which was then the principal seat of business and dwelling, on the Neck, and where Fort Loyal, the largest fortification on this coast was constructed.

Under these favorable circumstances, the town was making rapid progress; its population was remarkably intelligent and enterprising, and it is impossible to say what might not have been the result of such ability and energy, the Protestant French element in the Bowdoin family, mingling with the Anglo-Saxon, had not the disastrous Indian war of 1689 driven the largest part of the population away, and murdered and captured what remained. Lieut. Clark and thirteen of his company were killed by a party of French and Indians in ambush on Munjoy's Hill. Capt. Lawrence, who had a stone house on the hill, was also killed. Among the slain in the several engagements were prominent men, as George Bramhall, Anthony Brackett, Andrew Alger, Jas. Freeze, Thomas Browne, and Mr. Palmer. On the 16th of May, 1690, Fort Loyal was taken, after a siege of five days, by 500 French and Indians, and Capt. Davis, commander of the Fort, with his surviving garrison, were carried captive

to Quebec. Among the slain were John Parker, the ancestor of the late Chief Justice Parker of Massachusetts, and his son James.

Thus was this devoted town a second time entirely destroyed; and no successful attempts were made to revive it until after the peace of Utrecht in 1713, when it was hoped the country would be freed from Indian depredations. A few of the old settlers then straggled back, some of the descendants of others, and disbanded soldiers who had served on this frontier, remained here and were gradually joined by others. The chief of these new settlers was Major Samuel Moody, who had been an active partisan in the war, a son of Rev. Joshua Moody, and a graduate of Harvard in 1689, as was also his son Joshua in the class of 1716. Capt. Larrabee, who had also been in the service, moved his family here in 1717, the same year in which Major Moody moved his. The Ingersolls, the Skillings, the Sawyers, Mountfort, Doughty, Collier, Mills, the Bracketts, the Barbours, Thomes, and the Gustins, all came along about the same time, and erected their humble habitations, some on the neck, others at Back Cove and Cape Elizabeth. In 1718 there were twenty families settled on the Neck in a compact and defensible manner, and the same year the General Court by their committee run out the lines and bounded the town, and thereupon corporate powers were granted to it, embracing the whole of ancient Falmouth.

The rebuilding of the town commenced on the tract east of Clay Cove, principally at the foot of India Street, then called Broad Street, and below that, on the margin of the bay, where had stood the houses of Cleeves, Munjoy, Lawrence, &c. This continued to be the court end of the town until after the peace of 1783. It was on the corner of Middle and India Streets that the meeting-house was erected, where the Rev. Jonathan Pierpont first preached, and where the first settled minister, Rev. Thomas Smith, com-

menced his ministry of over sixty-eight years in 1727. This was a humble one-story building, without seats and without glass, and continued to be the only house of worship on the Neck, until 1740, when the new wooden building, two stories high and full of windows, with a porch, but without a tower or steeple, was opened for worship in July, 1740; and was the meeting-house of the First Parish until removed in 1824 to make room for the present stone church of that society, dedicated in February, 1826; all the while receiving improvements, such as enlargement, tower, steeple, bell, paint, &c.

The remainder of the town at the time of its incorporation, 1718, above Clay Cove, was but little improved, a large part of it was covered by a forest, and along where Federal and Fore Streets are, were swamps, which even down to the days of the Revolution were covered with alder and blueberry bushes, where there were not ponds. A brook flowed from a pond in the northern part of Hampshire Street into Clay Cove, which was crossed by bridges on Fore and Middle Streets, under which boats passed. On Fore Street, which ran on the bank of the river up to Centre Street, houses gradually were built, the Ingersolls and Proctor owning most of the land. The passages, being first but trails or foot paths through the woods, grew gradually into streets, as vehicles requiring them were introduced, and settlers occupied their grants, and they were named from their position, the Fore, the Middle, and the Back Streets. Broad Street was afterwards dignified by the name of King Street, which in time came to be too aristocratic, and was named India, while Back, became *Queen*, and which by a like reversion of opinion, came to be *Congress* Street.

The old meeting-house, after 1740, was used for a town-house and school-house until 1774, when it was removed to make way for a new court-house, which was erected on the spot. New settlers were now continually coming in of substantial character, who brought little capital, but good trades,

industrious habits, and energy of character. The Jones's from Worcester County; Longfellow, Moody's, Pearson, Titcomb, Dole, Lowell, Coffin, Ilsleys, Lunts, Noyes's, Moody's from Essex County; Bangs, Cobbs, and Freeman from Cape Cod; Waites from Charlestown; Waldos and Watts, Tyng and Codman from Boston; Preble and Bradburys from York; Pagan and Ross from the old country, both Scotchmen.

The sixty years from the settlement in 1715, to the time of the Revolution, was a period of steady growth; and an extensive and profitable business, for that day, was done here. Mast ships were built and loaded with the growth of our forests, owned and employed abroad; great quantities of lumber were manufactured and shipped, and the West India trade was successfully conducted. In Sept. 1756, three large ships and a *snow*, the then name for a brig, were loading here. In Oct. 1762, Capt. Ross had a ship of 700 tons come into the harbor for a cargo of deals, &c., beside which, were six other ships and snows here at the same time. On Nov. 1, 1766, six large ships were lying in the harbor. But the inhabitants owned no large vessels, none exceeding 150 tons, and these were sloops, schooners, and brigs. At the commencement of the Revolution, the amount of tonnage owned in Portland was 2,555, the principal owners being Enoch Ilsley, Capt. Pote, Waite, Mayo, Pagan, Titcomb, Sandford, Preble, and Oxnard.

The lumbering and fishing interests were absorbing; agriculture was so much neglected, that the staple articles of life were imported into the place, corn from North Carolina, potatoes, &c., from Massachusetts and other parts of New England.

The population of the Neck gradually increased; in 1753 it numbered 720 souls, while the whole town, including Cape Elizabeth, contained 2,712, and at that time there were 21 *slaves* in town, Parson Smith owning one. In 1759 there were upon the Neck 136 dwelling-houses, and four warehouses, occupied by families, containing in all, 960 inhabi-

tants; these were increased in 1774 to 2,000, and the territory was occupied as far westward as Centre Street, with a few scattering houses above; the upper portion of the Neck and the margin of Back Cove were covered with woods, and portions of the central parts with alder swamps and small ponds.

And now came the third severe trial which this doomed town was destined to undergo. On the 18th of Oct., 1775, the fairest portion of the thriving village was laid in ashes by a British fleet, under the command of Henry Mowatt, consisting of five war vessels. The catastrophe may justly, I think, be attributed to a private pique of the commander, rather than to any public emergency. Mowatt had been seized while walking on Munjoy's Hill, with his surgeon and the Rev. Mr. Wiswall, the Episcopal minister, by Col. Thompson from Brunswick, with a party of militia, and they were kept prisoners some hours, until upon the urgent entreaty of the principal inhabitants, they were released on their parole; the officers on board the vessel having threatened to fire upon the town unless they were immediately given up. This was in May; considerable disturbance took place during the summer between the whigs and tories, the latter of whom were numerous and influential, numbering among them Sheriff Tyng, Capt. Pote, the Oxnards, Pagan, the Wyers, Coulson, &c.; several others, without taking an active part, sympathized with them. The whigs were led off by the Freemans, Preble, Waites, and others equally respectable, among whom was Theophilus Parsons, then a young lawyer here, and afterwards Chief Justice of Massachusetts. These were stimulated and sustained by hot spirits from the country, who poured into the village, and could hardly be restrained from doing violence. It is supposed that Mowatt's private grievances and the exasperation of the tories here induced this commander to procure orders from his superior, Admiral Graves, on the Boston station, to destroy the town. At any rate, armed with au-

thority, he returned on the 16th of Oct., and on the 18th laid the town in ashes. All the compact part of the town was destroyed, embracing 414 buildings, which included the new court-house, the Episcopal church, and custom-house; the whole loss was estimated by a committee, at about £55,-000; only 100 dwelling-houses were left standing, many of which were much damaged. The meeting-house of the First Parish escaped destruction by the vigilance of its friends, although riddled by cannon balls, and stood a relic of the past until 1824. The only houses for worship at that time, on the Neck, were the meeting-house of the First Parish, in which officiated the venerable Smith and his colleague Samuel Deane, both sons of Harvard, and which ministries extended from 1727 to 1814, the former over 68 years, the latter 50 years; and the Episcopal church, in which officiated the Rev. John Wiswall.

Little was done toward restoring the town until the peace of 1783. The inhabitants, who remained among the ruins, suffered many privations, and those who had removed to the country had no means to rebuild their desolate habitations. But with the cheering advent of peace, a new era commenced in the place. Rapid accessions were made to the population from the old country and the more settled parts of New England; trade revived; the lumber, and fishing and ship building business took a lively start; and for the next 25 years, until the disastrous days of the embargo and non-intercourse, the town experienced an uninterrupted course of prosperity. In 1784, 41 dwelling-houses, 10 stores, and 7 shops were built; the next year, 33 houses, and so on from year to year. The first brick building built in town, being the house of Gen. Wadsworth, now standing on Congress Street, was begun in 1784.

In 1786, the Neck was incorporated as a separate town, by the name of Portland, a fancy selection of the inhabitants, the population then being about 2,000. In Boston the

same year, it was 14,640. In 1832 it received a city charter, and had a population of 13,000. The population increased in each decade as follows: in 1790, 2,240; 1800, 3,704, living in 460 dwelling-houses; 1810, 7,169; 1820, 8,581, embraced in 1,507 families; 1830, 12,601; 1840, 15,218; 1848, 19,013, living in 1,540 dwelling-houses; 1850, 20,878; and the estimate for 1860 is 30,000. By the census of 1850, Portland was in extent of population, the 25th city in the Union. The statistics of 1847 show among the inhabitants, 20 clergymen, 22 physicians, 7 dentists, and 43 lawyers, now much increased. By the census of 1850, there were 2,728 dwelling-houses, 3,977 families, and for that year ending March 31, 1851, the number of deaths was 345, or 1 to 60 of the population; of whom 13 were over 80 years old, and 35 between 60 and 80.

The commercial interest kept pace with the population. In 1789 the tonnage of Portland was 5,000; in 1793 it was 11,173 tons, including 13 ships, 24 brigs, 23 schooners, and 20 sloops; in 1807 it stood 30,000 tons. In 1829 the tonnage measured 51,111, embracing 16 ships, 8 barques, and 107 brigs. In 1857 the tonnage of the District was 145,242, being the 9th in the United States. In that year there were built in the District, 10,850, in 1854, 25,223 tons. The principal imports in 1857 were, flour, 281,647 bbls., corn, 360,000 bushels; coal, 36,168 tons; molasses, 3,961,699 gallons; sugar, 6,639,744 pounds, &c. Exports, fish, lumber, various kinds of manufactures, and agricultural productions.

As accessory to commercial enterprise, Banks were among the agents early introduced. The Portland Bank, the first established in Maine, was incorporated in 1799. There are now ten Banks, viz;--Casco, capital $600,000; Canal, capital $600,000; Bank of Cumberland, capital $200,000; Manufacturers & Traders', capital $250,000; Merchants', capital $225,000; Mechanics', capital $100,000; Atlantic, capital $100,000; International, capital $250,000; Portland Sav-

ings, deposits $125,000; and Five Cents Savings, recently established. The last two are only banks of deposit.

The Ocean Insurance Company was incorporated in 1832, as successor to the Maine Fire and Marine, with a capital of $100,000, and is doing a successful business, principally marine. The Portland Mutual Fire Insurance Company, incorporated in 1828, is doing a large and profitable business. Beside these, many Insurance Companies in other States have established agencies in this city, which are issuing numerous policies in both fire and marine insurance.

In 1828 the Cumberland and Oxford Canal, a project which had long been contemplated, was commenced, and finished in 1830, at an expense of $206,000. It passes through the valley of the Presumpscot River to the Sebago Lake, thence through that Lake, the outlet of Long Pond, and 10 miles further through Long Pond to Harrison, at the head of that beautiful sheet of water, opening a water communication of over 40 miles, and affording easy transportation for wood, lumber, and manufactured and agricultural products. It is now held by a few individuals, who purchased the franchise and property in 1857.

Among the causes which have given the greatest impetus to the prosperity of Portland was the introduction of the railroad system, by which easy communication is now had with the principal portions of the State and with other States. In 1842 the Portland, Saco and Portsmouth Road was opened. But as the effect of this was not so much to bring business to the city as to take it away, measures were soon adopted to form connections of a more profitable character with the interior. For this purpose a Company was formed and a charter obtained, to construct a Railroad to Canada. In pursuance of this wise purpose, and the unwearied energy of the proprietors, the grand line of the Atlantic and St. Lawrence Railroad was built, 11 miles of which were opened in 1848, 37 in 1849, and in 1853 it was finished to its junction with the Canada Road from Montreal,

a distance from Portland of 149 miles. The Road was leased to the proprietors of the Grand Trunk Road in 1854, and has been run by them in conjunction with their lines in Canada, very uniformly since that time. The distance to Montreal is 292 miles, and to Quebec 316 miles. Toward this grand enterprise the city of Portland loaned its credit in Bonds to the amount of $2,000,000.

The Androscoggin and Kennebec, and the Androscoggin Railroads, and the Kennebec and Portland, and the Penobscot and Kennebec Roads soon followed, connecting Portland with the waters of the Kennebec, and the Counties of Franklin, Somerset, Kennebec, and Penobscot, introducing us to the valleys of the Androscoggin, Kennebec, and Penobscot Rivers, and opening a valuable and profitable communication with the interior and most productive portions of our State. All these improvements cost over $20,000,000, and are now in successful operation.

The York and Cumberland Railroad, connecting Portland with the Saco River, 18 miles, has been several years in operation, and is on its way through Hollis, Alfred, and South Berwick, to form a junction with the Roads in New Hampshire, which spread over the interior of that State and beyond its borders. This great improvement, when completed, will still further increase the trade and advantages of this city.

The amount of city indebtedness in April 1859, was $688,554, from which should be deducted stocks and bonds, paying interest, $212,000; $131,000 being invested in the Gas Light Company. In addition to this amount, the city has outstanding bonds loaned to the Atlantic and St. Lawrence Railroad Company for $2,000,000, amply secured by a first mortgage upon the property and a sinking fund, the interest being regularly paid by the Grand Trunk Company.

The receipts of the city for the year ending April, 1859, were $417,074 87, including $172,600 on loans; and the Expenditures were $421,727, which included $80,000 paid on

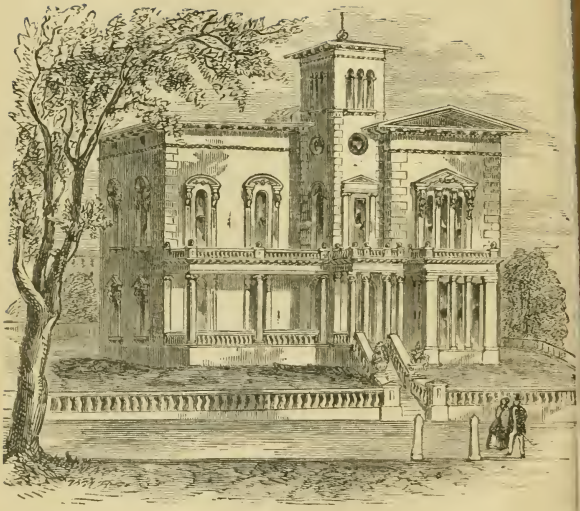
city debt, new buildings $94,000, and State and County taxes $33,790. The amount of taxes levied was $187,064, being at the rate of $8,60 on $1,000 of the valuation. The valuation of the city in 1859 was — real estate, $13,241,100; personal property 8,918,700. Number of polls, 3,369

On the conclusion of the peace of 1783 there were but two religious societies in Portland, the First Parish and the Episcopal society; the latter had become almost extinct by the withdrawal of many of its members as loyalists. In 1787, the 2d Congregational Society was established, and Rev. Elijah Kellogg ordained as its pastor; this was followed by a Society of Friends or Quakers, who erected a brick meeting-house in 1795; a Methodist Society was organized the same year; a Baptist Society in 1801; a Christian or Free Will Baptist in 1810; a Universalist in 1821; a Swedenborgian in 1821; a Roman Catholic in 1822. A Catholic Bishop, Dr. Bacon, the first appointed to the Diocese of Maine, was consecrated to the service in 1855. The 3d Congregational Church was established in 1825; High Street Church in 1830; Park Street in 1835; State Street in 1852; the Union Society in 1856; the St. Lawrence St. in 1857. In 1803 the Episcopalians erected their first brick church, St. Paul's, on School, now Pearl Street, (they subsequently adopted the name of St. Stephen's) and in 1855, another Society, formed two years previously, under the name of St. Luke, built the beautiful stone church now occupied by them on Congress Street. There are now in Portland 8 Orthodox Congregational Societies, which includes the Seaman's or Bethel Church, 2 Unitarian, 2 Baptist, 3 Methodist, 1 Free Will Baptist, 1 Swedenborgian, 2 Roman Catholic, 1 Quaker, 2 Episcopalian, 1 Advent, all of whom have good, and many of them elegant houses of worship, except the Advent Society, who hold their meetings in a hall. The Spiritualists also hold regular meetings in a hall hired by them. There is also a ministry to the Poor, under the management of the two Unitarian Societies, which has a com-

modious chapel, a Sunday school, and a constant ministration on the Sabbath, well attended and very useful.

The literary and benevolent institutions of the place have also kept pace with the progress of the town and of the age. The whole number of Public Schools is 25, of which 9 are High and Grammar schools, 14 Primary, and 2 mixed, upon the islands, the whole having an average of 3,250 pupils, girls and boys. These schools are in admirable condition, and afford thorough instruction in all the branches of a sound education. Besides these public schools are several private ones, in which classical and other studies are pursued, and also an evening school in winter for apprentices and others, employed by day. The school houses are generally furnished with the needful apparatus for a good education, and constructed upon the most approved plan. The whole expense of the public schools to the city for the year ending in April, 1859, was $27,758. An Academy on a good foundation was early established, but the constantly improving condition of the public schools, and their excellent system of instruction, gradually drew away the pupils, and teaching in it has for several years been suspended. It will probably, ere long, be revived in an improved form.

Many of the private buildings, both stores and dwellings, are of a high order for taste and beauty, and no city of its size contains so many handsome and convenient private residences, surrounded by fine gardens tastefully ornamented, as Portland. It will not be making an invidious distinction to select one, which for beauty of situation and its surroundings, is preeminent; we refer to Mr. Brown's, upon the western promenade. It stands in the midst of ten acres of highly cultivated and improved land, and overlooks a wide extent of beautiful scenery, and is itself an attractive object as you approach the city. The first portion of this century was marked by the erection of large and elegant houses. The merchants had been successful, and their prosperity



RESIDENCE OF R. S. MORSE, Esq.

was first displayed in the construction and ornament of their places of abode. It was at this period, the first seven years of the century, that the M'Lellan houses were erected on High Street by the brothers Hugh and Stephen, the Matthew Cobb house on the corner of High and Free, the Storer house corner of High and Danforth, now occupied by Mr. Mussey, the Ingraham house on State Street, owned and occupied by Mr. Churchill, the houses of Isaac Ilsley, Messrs. Weeks and Tucker, and of Robert Boyd, now owned by Mr. Shaw. All these were expensive, and the best houses in the State; and it is a sad reflection, and ought to be a salutary one to the American mind, that but one or two of these handsome establishments remain in the families of the persons who built them. Our mode of distributing estates, added to the disasters of embargo, non-intercourse, and war, which swept over our fair city, carried down the principal merchants and the commercial interests of the place; and for ten or twelve years its growth was suspended; its progress after that was slow, until the Railway improvements opened a new era upon its fortunes and prospects. Recent new buildings now not only rival the past, but far excel them in architectural style and ornament. It is only necessary to point to those of Mr. Hersey, the Springs, the Browns, the Libbys on the corner of High Street, and above all the palatial building, now in process of construction, by Mr. Morse, on the corner of Park and Danforth Streets, of Connecticut free stone, and at an expense of something like $100,000. The owner went from Portland a few years ago to seek his fortune, and by a rapid and successful career in New Orleans, is enabled to deposit a portion of his earnings in one of the most beautiful and costly private residences in the State.

We have thus taken a rapid survey over this interesting field, covering a period of more than two centuries and a quarter; and have held up to view this quiet, charming city, through its varied and diversified history to its present

high and eligible position. For beauty of situation, for the interesting character of its surroundings, for the variety and convenience of its drives, with the wide ocean in full view ever spreading out its interminable and constantly moving waters, the spacious bay, and safe and accessible harbor, crossed and fretted continually by steamers and the prows of the merchant marine, and the magnificent landscape of the interior, stretching far away over hill and valley, over village and forest, till the eye rests upon the everlasting mountains, lifting their lofty summits in the distance, from the seashore to the north,—the healthful breezes which daily breathe over this gem of a city set in the margin of the sea, both from the mountains and the ocean, altogether render Portland a most desirable place for the recreation of visitors, and the happiness of its permanent residents, all of whom, wherever over the wide world they roam, look back to it with the fondest affection, as the Mecca of their devotions and their rest.



## THE GREAT EASTERN.

The Great Eastern was designed by Isambard Kingdom Brunel, Esq., F. R. S., who died of paralysis in September, 1859, just after her successful trial trip. The ship and paddle engines were built by Messrs. Scott Russell & Co., at Millwall, Poplar; and the screw engines by Messrs. James Watt & Co., Soho Works, Birmingham.

Her principal dimensions, capacity, and power are as follows: —

| | |
|---|---|
| Length (rather more than the 8th of a mile) | 680 feet. |
| Breadth | 83 do. |
| Depth from deck to keel | 60 do. |
| Length of principal saloons | 400 do. |
| Number of decks | 4 |
| Tonnage | 22,500 tons. |
| To carry coals and cargo | 18,000 do. |
| Draft of water (laden) | 30 feet. |
| ditto (light) | 20 do. |
| Number of cylinders of paddle engines | 4 |
| Diameter of cylinders | 74 inches. |
| Length of stroke | 14 ft. 6 in. |
| Nominal power of paddle engines | 1000 horses. |
| ditto screw engines | 1600 do. |
| To carry 800 1st class / ditto 2000 2d class / ditto 1200 3d class | Total 4000 passengers. |
| ditto troops without other passengers | 10,000 |
| Weight of iron used in construction about | 7000 tons. |

One peculiarity of this ship is that her deck is flush, except for cabin entrances and similar purposes, so that her great length affords the passengers a promenade of more than a quarter of a mile round the deck.

With regard to the motive power the wind is made available, and for this purpose the vessel is provided with six masts. The center masts are the principal, these are crossed by yards, as in a line of battle ship, the other masts are smaller in size. She spreads 6500 square yards of canvass.

It is, however, in respect to its steam power that this vessel is most distinguished, combining as it does both the paddle wheel and the screw. The engines are incomparably larger than any heretofore made for marine purposes; and their *actual power* will be far greater than their nominal power already stated. So great is this

difference that when working at their greatest power, it will not be less than eleven thousand five hundred horses. They are placed in different parts of the ship, and are entirely independent of each other. The vessel has ten boilers, and five funnels; and each boiler can be cut off from its neighbor, and used or not as desired. The boilers are placed longitudinally along the center of the ship; and it will give some idea of their generative power, when it is stated that every boiler has ten furnaces, thus giving to the whole not less than one hundred furnaces. The fuel used is anthracite coal, — at the rate of one hundred and eighty tons in twenty-four hours.

She carries eighteen boats, and two screw steamers one hundred feet long and one hundred and twenty tons burden, swung upon her sides, abaft the wheel boxes.

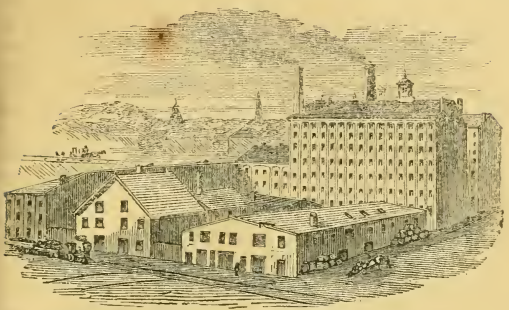
The paddle engines are direct acting, with oscillating cylinders, and are constructed on the disconnecting principle, in order that they may be used jointly or separately, so that both or either of the paddle wheels can be put in independent motion. The diameter of the paddle wheels is sixty feet.

The screw propeller is twenty-four feet in diameter; it is placed at the stern of the vessel, and worked in the usual manner.

The best terms to describe the build is by stating that there is an inner and outer skin. The space between the outer and inner skin or ship is two feet ten inches. These skins are united to each other by longitudinal webs or girders, formed of plate and angle iron. Thus the outer and inner ships are joined together by means of a great number of water-tight webs or cells, of extraordinary strength, giving the vessel a rigidity such as has never been communicated to a ship before. The web plates are of half inch iron, and the outer and inner skins are of three quarter inch iron. The compartments between the outer and inner skins will hold three thousand tons of water ballast, should it be required. The floor of the ship is perfectly flat, the keel being turned inwards, and riveted to the inner ship's keel.

The ship has a number of large ports on the lower deck to receive railway wagons, carriages and bulky goods. She has also sixty ports on each side, two feet six inches square, for ventilation; and an abundance of dead lights. The lower ports are ten feet above the water when the ship is loaded.

The cabins are on the decks above the boilers, and form large and spacious saloons. The captain and officers' berths are placed on the upper deck. Whole number of crew, about four hundred.



BROWN'S SUGAR HOUSE, PORTLAND. [PAGE 47.]

# GUIDE ADVERTISEMENTS.

The attention of the reader is directed to the following advertisements. They comprise the principal business houses of the city, and are all establishments of character and reputation. The tourist will find in the various hotels and pleasure resorts advertised, good tables and comfortable homes; while the cards of the different railroad and steamboat companies will give all necessary information respecting the great routes to and from the city.

CARD.

THOSE who wish to obtain all the comforts of a First Class Hotel, with the quiet of a private home, will find these combined at the house of Mrs. A. H. Blanchard, No. 47 Danforth Street, corner of Park Street.

Situated in the most delightful part of the city, and in the immediate vicinity of our most elegant and expensive private residences; surrounded by stately trees and a fine garden; having neat, airy, and commodious rooms; with a good table; it presents peculiar attractions for those who wish to remain a day, or who may extend their visits to weeks.

# F. W. BAILEY'S



# BOOK-BINDERY,

**NO. 68 EXCHANGE ST., PORTLAND,**

## IS THE LARGEST IN THE STATE,

And of course is best arranged and fitted to execute every description of binding from the richest and most elaborately finished, to the more plain styles for common use.

## Music, Magazines,

Illustrated Works, such as Shakspeare, Byron, Bibles, History of the United States, &c., &c.—any book that needs binding—can be bound at this establishment in whatever style the owner may desire.

Having superior facilities, and experienced workmen — I am enabled always to give the latest fashions in binding.

At the Mechanics' Fair holden at Portland, Sept. 1854, the first premium was awarded to F. W. BAILEY, for best specimens of BOOK-BINDING. Again the Maine State Fair, holden at Portland, October, 1856, awarded the first premium.

## F. W. BAILEY,

**NO. 68 EXCHANGE STREET, PORTLAND, ME.**

7*

# BOOK, JOB, AND NEWSPAPER PRINTING.

## B. THURSTON,

## STEAM PRINTER,

AND PROPRIETOR OF THE

## COMMERCIAL NEWS ROOM,

FOX BLOCK,

**79 MIDDLE AND 82 EXCHANGE STREETS,**

PORTLAND, ME.

The subscriber has the

**MOST EXTENSIVE PRINTING ESTABLISHMENT IN MAINE.**

It is thoroughly furnished with materials for every description of printing.

**New and Elegant Type**

are added as they appear, from the best foundries in

**Philadelphia, New York and Boston.**

Orders for any kind of printing executed promptly and faithfully.

B. THURSTON.

# YORK AND CUMBERLAND

## RAIL ROAD.

## SPRING ARRANGEMENTS.

On and after Monday, April 11th, 1859, Trains will run as follows:
Leave Saco River for Portland at 6.25 and 9.30 A. M., and 3.35 P. M.
Leave Portland for Saco River at 8.00 A. M., and 2.00 and 6.20 P. M.
The 2.00 P. M. train out, and the 9.30 A. M. train in, will be Freight Trains, with Passenger Cars attached.
Stages connected at Saccarappa daily for South Windham, Windham Center and Great Falls.
At Gorham, for West Gorham, Standish, Steep Falls, Baldwin, Hiram, Limington, Brownfield, Fryeburg, Conway, Denmark, Lovell, Bridgton, &c., &c.
At Buxton Center, for West Buxton, Bonny-Eagle, South Limington, Limington, &c., &c.
At Saco River, tri-weekly, for Hollis, Limerick, Ossipee, Newfield, Parsonsfield, Effingham, Freedom, Madison, Eaton, Limington, Cornish, Porter, &c., &c.

J. P. RICH, Superintendent.

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# PORTLAND, SACO & PORTSMOUTH

## RAIL ROAD.

Spring Arrangements. Commencing April 4, 1859.

Passenger trains will leave the Station, Canal Street, daily (Sundays excepted) as follows:
Leave Portland for Boston at 8.45 A. M., and 3.00 P. M.
Leave Boston for Portland at 7.30 A. M., and 3.00 P. M.
Leave Portsmouth for Portland at 10.00 A. M., and 5.30 P. M.

**Mondays, Wednesdays, and Fridays**

A Steamboat Train leaves Portland for Boston at 5 o'clock P. M., (or on arrival of the Boat from Bangor).
Leaves Boston same days at 5 o'clock P. M.
☞These trains will take and leave passengers at way stations.
Freight trains leave Portland and Boston daily.

JOHN RUSSELL, Jr., Superintendent.

# GRAND TRUNK RAILWAY.

## PORTLAND DISTRICT.

## SUMMER ARRANGEMENTS.

On and after MONDAY, June 20, 1859, Trains will run daily, (Sundays excepted), as follows:

Leave Portland for Island Pond, Montreal, and Quebec, at 7.15 A. M.
Leave Portland for Island Pond, at 1.15 P. M.
Leave Portland for South Paris, at 5.05 P. M.
Leave Island Pond for Portland, at 7.30 A. M., and 1.30 P. M.
Leave South Paris for Portland, at 6.10 A. M.
Trains leave Montreal for Toronto and all points West, at 7.00 A. M., and 7.30 P. M.

The Company are not responsible for baggage to any amount exceeding $50 in value, and that personal, unless notice is given and paid for at the rate of one passenger for every $500 additional value.

GEORGE KEITH, General Manager.
S. T. CORSER, Superintendent.

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# ANDROSCOGGIN AND KENNEBEC
AND
# PENOBSCOT AND KENNEBEC
# RAIL ROAD.

**The only through route between Bangor and Portland, Broad Gauge, and no change of Cars.**

Cars leave depot of Grand Trunk Railroad, in Portland, daily, (Sundays excepted), for Bangor, Etna, Newport, Pittsfield, Burnham, Clinton, Kendall's Mills, Waterville, West Waterville, North Belgrade, Belgrade, Readfield, Winthrop, Monmouth, Leeds, Green, Lewiston, and Auburn, on arrival of mid-day train from Boston.

At Waterville, Stages connect daily for Norridgewock.
At Kendall's Mills, connects daily with Trains for Skowhegan.
At Pittsfield, Stages connect daily for St. Albans and Hartland,
At Newport, Stages run daily to and from Moosehead Lake.
Tickets sold at depot of Grand Trunk Railroad in Portland.

EDWIN NOYES, Superintendent.

# SUMMER ARRANGEMENTS.

# NEW-YORK & PORTLAND.

The splendid and fast Steamer

## CHESAPEAKE,

Capt. Sidney Crowell, will run regularly between New York and Portland, as follows:

Leave Brown's Wharf, Portland, every SATURDAY, at 5 o'clock P. M., and returning leave New York, Pier 12 N. R., every TUESDAY, at 4 P. M.

This vessel has just been fitted up with fine accommodations for passengers, making this the most speedy, safe, and comfortable route for travelers between New York and Maine.

Passage $5 00, including fare and State Rooms.

☞Goods forwarded by this line to and from Montreal, Quebec, Bangor, Bath, Augusta, Eastport, and St. John. Also connects with Steamers for Baltimore. Goods taken through with dispatch, at the cheapest rates.

Shippers are requested to send their freight to the Boat before 4.30 P. M., on the day that she leaves Portland.

For freight or passage apply to

EMERY & FOX, Brown's Wharf, Portland.
H. B. CROMWELL, & CO., Pier 12 N. R., New York.

# FOR THE KENNEBEC.

The fine Steamer.

## T. F. SECOR,

Capt. Charles H. Beck, will leave Atlantic wharf for Augusta, every Tuesday, Thursday, and Saturday morning, at 7 o'clock, touching at Bath, Richmond, Gardiner, and Hallowell.

**Returning** from the above places every Monday, Wednesday, and Friday mornings.

| | |
|---|---|
| Fare to Gardiner, Hallowell, and Augusta | $1.00 |
| " " Richmond | 75 |
| " " Bath | 50 |

FREIGHT taken at low rates.

☞All Freight must be accompanied by Bills of Lading in duplicate.

☞Shippers will please send their Freight to the boat on the afternoons of Monday, Wednesday, and Friday.

☞All persons are forbid trusting any one on account of Steamer T. F. Secor, unless by order of the Captain or Agent.

This route will be found advantageous to the business community as a speedy and cheap conveyance of FREIGHT, also to the TRAVELING PUBLIC as one of accommodation, pleasure, and economy.

CYRUS STURDIVANT, Agent,
73 Commercial Street, Portland.

# MONTREAL OCEAN STEAMSHIP COMPANY.

This line runs from LIVERPOOL, in connection with the GRAN TRUNK RAILWAY OF CANADA, and is composed of the following fir class, powerful screw steamers, viz:—.

| | |
|---|---|
| HUNGARIAN, | NORTH BRITON, |
| INDIAN, | NORTH AMERICAN, |
| NOVA SCOTIAN, | BOHEMIAN, (new), |
| ANGLO SAXON, | CANADIAN, (new), |

**Carrying the Canadian and United States Mails.**

From May to November, they will run to and from Liverpoo weekly, leaving Quebec for Liverpool every Saturday, and Liverpool fo Quebec every Wednesday.

From November to May they will run between Portland and Liverpoo every fortnight, leaving Portland for Liverpool alternate Saturdays, an Liverpool for Portland alternate Wednesdays.

The Summer route via Quebec seldom exceeds ten days, four of whic are spent amidst the fine scenery of the St. Lawrence; the other six occ pied at sea, being the shortest actual sea voyage across the Atlantic Ocean

The winter route to Portland is shorter than to any other Ocean Stea Packet terminus, in the United States.

Particular attention is paid to the quick delivery of goods shipped b this line to the Railroads and Steamers in connection. The rails runnin to the wharf, alongside of the Steamer, and the facilities being unsurpasse shippers can rely upon prompt attention to the dispatch of goods fro Portland or Quebec, to all parts of Canada, Lower British Provinces, an the United States.

## RATES OF PASSAGE.

From Portland to Liverpool, via Quebec, including Rail road tick Cabin $71 to $85, according to accommodations; third class $30.

From Portland to Liverpool, in winter, Cabin $66 to $80, according accommodations, Children in proportion; Third Class, $30.

The foregoing fares include provision, but not wines. Twenty cu feet of baggage allowed to each first class passenger. All baggage at t risk of the owner.

A qualified Surgeon accompanies each Steamer.

For further particulars apply to

**EDMONSTONE, ALLAN & CO., Montreal,**

or at their office at the Grand Trunk Railway Station, Portland, Me., or t

JAMES L. FARMER, No. 10 Exchange Street, Portland.

# PORTLAND & BOSTON LINE.

The splendid new sea-going Steamers

**FOREST CITY, LEWISTON, and MONTREAL,**

Will until further notice, run as follows:
Leave Atlantic Wharf, Portland, every Monday, Tuesday, Wednesday, Thursday and Friday, at 7 o'clock, P. M. and Central Wharf, Boston, every Monday, Tuesday, Wednesday, Thursday and Friday, at 7 o'clock, P. M.

Fare, in Cabin,.....$1,25.
" on Deck,..... 1,00.

N. B. Each boat is furnished with a large number of state-rooms, for the accommodation of ladies and families; and travelers are reminded that by taking this line, much saving of time and expense will be made, and that the inconvenience of arriving in Boston at late hours of the night will be avoided.

The boats arrive in season for passengers to take the earliest trains out of the city.

The company are not responsible for baggage to an amount exceeding $50 in value, and that personal, unless notice is given and paid for at the rate of one passenger for every $500 additional value.

☞Freight taken as usual.

L. BILLINGS, Agent.

# FREEMAN HOUSE,

**NO. 49 MIDDLE STREET,**

**OPPOSITE THE SECOND PARISH CHURCH,**

**Portland, Me.**

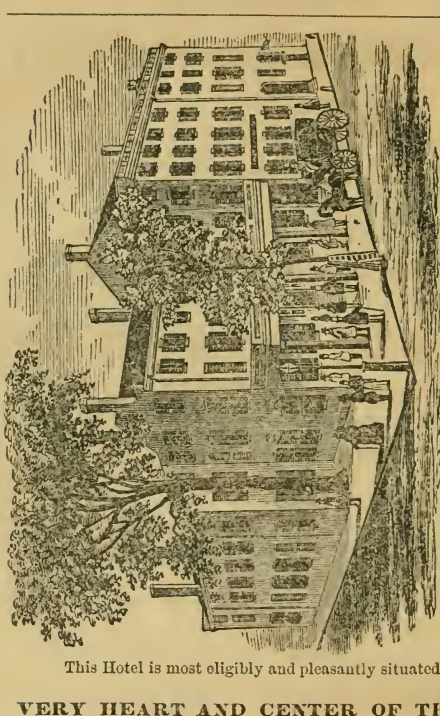
This House is centrally situated in an

**AIRY AND PLEASANT LOCATION.**

The accommodations are excellent the table will be supplied with the best the market affords, and every attention will be paid to make the tarry of travellers pleasant. The House being in the immediate vicinity of business places, the attention of business men is invited.

Coaches will be at the Depots and Steamboats, to convey passengers to the house.

GEO. S. HAY, Proprietor.



# ELM HOUSE,

BY S. M. MARBLE & CO.,

This Hotel is most eligibly and pleasantly situated in the

## VERY HEART AND CENTER OF THE CITY,

within ten minute's walk of the various Railroad Stations and the wha of the "Great Eastern."

## TO THE MAN OF BUSINESS,

it affords superior advantages, and the

## PLEASURE SEEKER,

will find its conveniences on no limited scale.

Every luxury the market affords will be provided, and the proprietor are determined to spare no exertions to make their House in every respec equal to the wants of its patrons.

# SUMMER RETREAT,

South Side Peak's Island,.....Portland Harbor, Maine

**HENRY M. BRACKETT, Proprietor.**

Open for genteel boarders—three miles from Portland, within thirty rods of the Ocean, presenting a full view of it, with vessels passing and repassing. Every facility offered for FISHING, SEA-BATHING, AND WATER-EXCURSIONS. Experienced boatmen in attendance. Two Steamers run from Portland daily.

## WILLIAM A. PEARCE,

PLUMBER,

# MAKER OF FORCE PUMPS AND WATER CLOSETS,

**No. 124 Exchange Street, Portland, Me.**

Warm, Cold, and Shower Baths, Wash Bowls, Brass, and Silver Plated Cocks.

☞ Every description of WATER FIXTURE for Dwelling Houses, Hotels, and Public Buildings, Ships, etc., arranged and set up in the best manner, and all orders in town or country faithfully executed. All kinds of jobbing promptly attended to.

# STEAMBOAT NOTICE.

The favorite and staunch-built

## STEAMER CASCO

Leaves her dock, at Burnham's Wharf, foot of Deer Street, Daily, for PEAK'S ISLAND, at 9 and 10¼ A. M. and 2 P. M.

Returning, leaves Peak's Island at 9½ and 11½ A. M., and 5¼ P. M.

FARE, down and back, **25 cents.**

# FOR THE ISLANDS.

The New and Staunch

## STEAMER GIPSEY,

Capt. W. F. OXNARD, runs regularly during the Summer months, between Portland and Peak's Island three times a day.

**Fare down and back 25 cents.**

This Steamer has carried with ease and safety eight hundred passengers; Large and Small Pic-Nics, and private parties taken to any of the Islands at reasonable rates, by applying to the Capt. on board.

# PEAK'S ISLAND HOUSE

## RE-OPENED.

## CASCO BAY, PORTLAND, MAINE.

THIS HOUSE is pleasantly located on the South side of PEAK'S ISLAND, having a fine view of the Ocean, and every facility for

**FISHING AND BATHING.**

Those seeking the sea-side for health or pleasure, will find this a very desirable situation.

Boats, Fishing Tackle, and competent Boatmen in attendance.

The new and splendid steamer GIPSEY plies between this Island and the city, three times a day.

SETH H. BRACKETT, Proprietor.

# CENTRAL HOUSE,

## LIME STREET,

**Opposite the Post Office, - - - - Portland, Maine.**

THE subscriber having taken the commodious premises in LIME STREET, opposite the Post Office, and fitted the same as a Hotel, offers to the public good accommodations on reasonable terms.

Everything has been put in excellent order, and the Furniture is chiefly new. The tables will be supplied with the best the market affords.

The attention of business men and others is respectfully invited to the above House, it being one of the most centrally situated in the city, and in the immediate vicinity of all places of business, &c.

Coaches will be at the several Depots on the arrival of the trains; also at the Steamboats,—to convey passengers to the House.

A share of patronage is respectfully solicited.

E. CRAM.

# COMMERCIAL HOUSE,

**OPPOSITE OLD CUSTOM HOUSE,**

**PORTLAND, ME.**

This house is conveniently located for the

***BUSINESS MAN AND OTHERS,***

and the subscriber having had a

**LONG EXPERIENCE IN THE BUSINESS,**

he hopes by strict attention to the wants of his guests, and moderate fares, to receive, as he has heretofore, a liberal share of the public patronage.

**N. J. DAVIS.**

# AMERICAN HOUSE,

**CORNER FORE AND LIME STREETS,**

**PORTLAND, ME.**

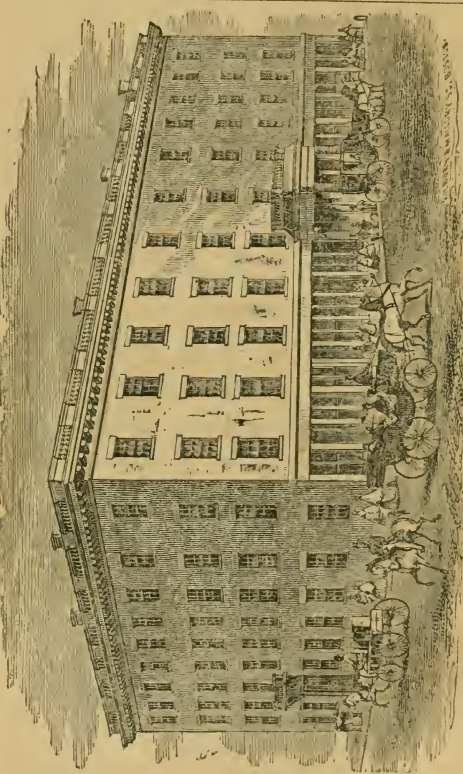
## GEO. H. BARRELL,

**PROPRIETOR.**

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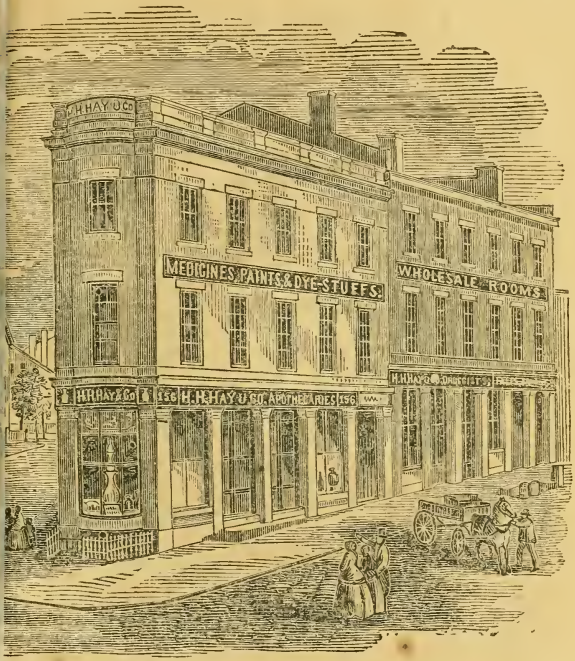
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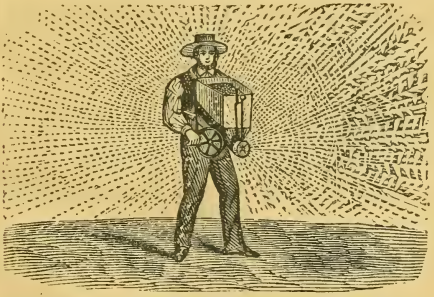
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